

NEW YORK HERALD.

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Volume XXVII. No. 213

AMUSEMENTS THIS EVENING.

NIBLO'S GARDEN, Broadway—Four Loves—Fighting Trappers—The White and the Black.

WALLACK'S THEATRE, No. 34 Broadway—The Diamond—Lord Elinor.

WINTER GARDEN, Broadway—Rolls and Rins—The Great Escape—The Lion and the Lamb.

NEW BOWERY THEATRE, Bowery—Hamer—Highways and Byways.

BOWERY THEATRE, Bowery—Macbeth, or the Cow of Dunsinane—The Two Boys.

NIXON'S GARDEN, Broadway—The Two Boys—The Lion and the Lamb—The Great Escape.

BARON'S AMERICAN MUSEUM, Broadway—The Lion and the Lamb—The Great Escape—The Two Boys.

CHRISTY'S OPERA HOUSE, Broadway—The Lion and the Lamb—The Great Escape—The Two Boys.

WOODS' MINSTER HALL, Broadway—The Lion and the Lamb—The Great Escape—The Two Boys.

HITCHCOCK'S THEATRE AND MUSIC HALL, Canal Street—The Lion and the Lamb—The Great Escape—The Two Boys.

GARDNER'S CONCERT HALL, Broadway—The Lion and the Lamb—The Great Escape—The Two Boys.

PARISIAN CABINET OF WONDERS, Broadway—The Lion and the Lamb—The Great Escape—The Two Boys.

New York, Monday, August 4, 1862.

THE SITUATION.

It is believed in Washington that a perfect understanding exists between the generals in the field and the Executive as to the future conduct of the war, and that vigorous action is to be immediately inaugurated. Nothing of importance is reported from General McClellan's army. From General Pope's headquarters we learn that two intelligent deserters from the rebel army came within his lines on Sunday evening. They left Richmond two weeks ago, and state that great distress prevailed in the rebel camp; that all the soldiers were living on nothing but fresh beef and flour, with no salt, sugar, nor coffee; that the regiments would not average more than 300 men each. They also pretend to have overheard prominent rebel officers say that their condition was more desperate than it had been at any time during the war.

We publish to-day a map of the positions of Generals McClellan and Pope, which are destined soon to become the great battle ground in the rebellion. Accompanying the map will be found a detailed description of the localities occupied by the Union and rebel generals.

By the arrival of the United States gunboat Magnolia, Lieutenant Commanding W. Budd, from Charleston, S. C., at this port yesterday, having under convoy the British steamship Memphis, Captain Cruikshank, which she captured off Charleston bar, while attempting to run the blockade of that port, we learn that on the 31st she made the British steamship Memphis, Captain Cruikshank, from Charleston, S. C., bound to Europe with a cargo of cotton, she having run the blockade the evening of July 27, and put a prize crew on board, and accompanied her to this port. The Memphis is a fine propeller of about eight hundred tons burden. Her cargo consists of 1,575 bales of Sea Island cotton, worth about a million of dollars.

Our correspondence from the West and South to-day is very interesting, that from Key West and Memphis particularly.

The latest news from the Southwest is dated August 3, and comes from Hudson, Missouri. It states that Porter's band of guerrillas crossed the North Missouri Railroad on Wednesday, and on Thursday night crossed the Hannibal and St. Joseph Railroad on their way to the northern counties. They were pursued by Colonel Galt's forces. Porter had between six hundred and seven hundred men. Bands, numbering ten, twenty-five, fifty, &c., were constantly joining him. Pointexter, another notorious marauder, with about an equal number of men, was marching on Glasgow the day before, where there are less than two hundred of our troops concentrated.

MISCELLANEOUS NEWS.

The loss on both sides in the desperate struggle of Moore's Mills, near Fulton, Missouri, was as follows:

Killed. Wounded.

Union. 16 30

Guerrillas. 62 100

The following is the official report of the number of sick and wounded soldiers in the military hospitals in and around Washington on the 25th of July:

Hospitals. No. Hospitals. No.

Judiciary square. 261 Cranich. 137

Douglas. 208 Alexandria. 1,357

St. Elizabeth. 208 St. Elizabeth. 137

Carver. 208 Old Fellows' Hall. 40

Mount Pleasant. 478 Stone. 36

Accommodation. 173 Sparks. 42

Columbia College. 207 St. Elizabeth. 122

St. Elizabeth. 131 Eekington. 183

Cliffburne. 094 Trinity. 73

Finley. 47 Union Chapel. 67

George's Seminary. 120 Ebenezer. 56

Palmer Seminary. 1,135

George's Union Affiliates. 131 Total. 7,073

On the 30th ult. the following number and nationality of men were enlisted in Chicago:

Americans. 113 French. 1

Irish. 24 Norwegian. 1

German. 21 Canadian. 1

English. 21 Swedish. 1

Scottish. 2 Danish. 1

Total. 171

The Yazoo river is now the base of operations of the rebels in the Southwest. Their whole force, naval and military, with the exception of the bushwhacking "partisan rangers," seems to be centering on the banks of the Yazoo. We have reliable information to the effect that they already have on that river:

Iron-plated gunboats. 2

Iron-plated ramboats. 2

Floating battery. 1

Transports. 30

Fortifications. 6

Infantry. 3,500

Cavalry. 250

Artillery. 300

Reconnoisseurs. 3

The voluntary subscriptions to the bounty fund in Philadelphia amount to over \$400,000, and the Corporation gives \$500,000. Among the subscriptions are six of \$5,000 each, four of \$3,000, five of \$2,500, four of \$2,000, two of \$1,500, two of \$1,000, and one hundred and twenty of \$1,000. Twelve war meetings are to be held in Philadelphia during the present week.

William A. Russell, of New Haven, has been appointed major general of the militia of Connecticut.

Fourteen young men from the Shaker community at Canterbury, New Hampshire, have enlisted for the war.

General Jim Lane's instructions empower him to "employ" negroes; but he has no authority to enlist them.

The annual State elections will be held to-day in Kentucky, Arkansas, Alabama and Texas.

The Republican State Convention of Massachusetts will be held in Worcester on the 10th of September.

A collision occurred on the Baltimore and Ohio Railroad on the 30th ult., near Oakland, by which three drivers were instantly killed and another severely wounded.

The Yazoo is navigable for fifty miles, and empties into the Mississippi a few miles above Vicksburg.

The August term of the Court of General Sessions commences this (Monday) morning, for the trial of prison cases only, and will last one week. The court will open at eleven o'clock.

If jurors and witnesses will observe the change in the hour and be punctual in their attendance, they will materially assist the prosecuting officers in expediting the business of the court.

Wall street was unusually dull on Saturday. The business in stocks was extremely light, and prices were 1/2 to 1/4 lower. A few bills on London were sold at 12 1/2, gold ranged from 115 to 1/4. Money was easy at 6 per cent.

The cotton market was inactive on Saturday, and prices somewhat nominal, while the sales in small lots embraced about 250 bales, chiefly within the range of 48c. to 49c. for middling uplands, while many of the larger class of holders stood out for higher figures. A government bill of 100 bales prize cotton was made (part damaged and part out of order) at 48c., equivalent to about 40c. for regular middlings. Flour was inactive and rather easier, though without change of moment in price.

Common grades of wheat were dull and heavy, while prime to choice grades were scarce and prices sustained. Corn was active, while prices were without alteration. Pork was dull, with moderate sales, closing at \$11 for mess and at \$2 1/2 to \$3 for prime. Sugar was firm, with sales of about 700 hbls. Coffee was steady and Rio was quiet; 60 packages Mocha sold at p. l., and 100 mats Java at 26 1/2. Freight was rather easier. Wheat to Liverpool was taken at 12 1/4, a 144; flour 8s. 10 1/4, 4s. To London wheat was 1 1/4, and flour 4s. 4 1/4, 3d.

Our Financial System.

There is no better way of aiding the rebellion than by constantly assailing the financial system of our government. If the confidence of the people, upon which this system greatly depends, is once thoroughly destroyed, we are entirely at the mercy of the rebel leaders; for we shall have no armies, and no means to raise and support armies. Whether the system is good, bad or indifferent, therefore, it is equally our duty not to assail it; for, if bad, it cannot be revised and amended at present, and we have to make the best of it or give up the war. Conceding, then, all that the opponents of Mr. Chase claim, it is very clear that they are practically assisting the rebels by endeavoring to destroy public confidence in a financial system which is imperatively necessary, which is in actual operation, which is not now open for discussion or amendment, and for which no one has suggested a better substitute.

But, treasonable as these financial croakers are shown to be in this view of the case, they appear in a much worse light when we consider that our financial system is neither bad nor indifferent, but positively, comparatively and superlatively good. It is positively good as a theoretical system of finance adapted to a crisis like this. It is comparatively good in its superiority to the financial systems formerly adopted by ourselves and by other nations during very similar crises. It is superlatively good because it has accomplished the purposes designed by the government, because it has been cordially and unanimously accepted and endorsed by the people, and because it has conferred upon us countless advantages, without a single damaging drawback. The most dismal financial croaker, at home or abroad, cannot deny the fact of the success of our financial system, but only contends that this success is temporary, and is more than counterbalanced by the disasters which will follow. To corroborate these predictions of disaster, history is compelled to hold up the skirts of prophecy, and our paper currency is compared to the assignats of the French Revolution and the Continental money of our own forefathers. Unfortunately, however, this comparison does not hold good. The assignats and the Continental money were more government shipmasters issued to supply the national treasury with current funds, just as our storekeepers issue shipmasters to supply small change, but without any real basis of value, any sure protection against overissue, or any practical provision for redemption. Mr. Chase's Treasury notes are no such shipmaster issues. The rebels have the entire monopoly of that sort of paper money. The Confederate bonds, and not our Treasury notes, are the modern fac similes of the ancient assignats and old Continental currency.

The objections which are valid against the paper money of the American and French Revolutions, and which only the stern necessities of the times were sufficient to overcome, do not at all apply, therefore, to our present financial system. Our paper money has a real basis of value; for it is based upon the resources of the country, rendered available to the government through the Tariff and Tax Mills, which constitute parts of the integral system. We are protected against an overissue; for the amount for which notes can be issued is definitely limited by acts of Congress; and, besides this, it is carefully arranged that, if the issue of notes exceeds the requirements of the circulation of the country, the surplus can be invested in United States bonds, paying six per cent interest in specie. Thus, also, we have a practical provision for the redemption of these notes; for they are convertible into bonds which have not only their interest paid in specie, but are themselves payable in specie after the lapse of a few years. How, then, can the opponents of Mr. Chase compare this self-checking, self-regulating system—by which the tax and the tariff are made to sustain and ultimately to redeem in specie the issues of United States bonds and Treasury notes, and by which the amount of the Treasury notes in circulation is limited not only by act of Congress, but by the requirements of the business of the country—with the loose, disjointed, ill-constructed and worse managed shipmaster systems of the French and American Revolutions, which had no basis but necessity, which regulated the amount of paper issued only by the necessities of the government, and which made no adequate provision for the redemption of their

issues? Nothing but the grossest ignorance or the worst motives of treason or treacherable self-interest can explain such ridiculous misstatements, and the financial croakers may choose and impale themselves upon either horn of the dilemma.

We have before remarked in these columns that our financial system resembled that instituted by William Pitt during the long campaign inaugurated by the French Revolution, when England fought against nearly all the world. But Mr. Pitt's system resembled that of Mr. Chase in principle only, and not in its machinery. Mr. Pitt's system was designed to adapt the currency to the internal trade and commerce of the country, ignoring entirely all foreign trade and commerce, because the war had effectually destroyed these external resources. Mr. Chase's system is based upon precisely the same principle, and because of a very similar state of affairs. We have now no extensive foreign trade or commerce to depend upon, and our internal resources must be our salvation. Mr. Pitt, by making the notes of the Bank of England practically, though not precisely in terms, a legal tender, in effect transformed that bank into a temporary national treasury, and its issues into national treasury notes, receivable for government taxes and duties. Mr. Chase, having no Bank of England or any similar institution to begin with, transformed the United States Treasury into a national bank, and created a national treasury note system for himself. Mr. Pitt first increased the taxes already imposed, and then issued paper money. Mr. Chase anticipated the results of taxation by issuing his notes, because he required money immediately, and because such a measure was necessary to convince Congress and the country that taxation was unavoidable. Mr. Pitt provided that his notes should ultimately be redeemed in gold. Mr. Chase provides that his notes shall be fundable in bonds paying specie interest, and redeemable in specie. Thus the two systems, while alike in principle, differ in machinery and in the details of their operations; but, as far as a precedent can be found for such an unprecedented crisis as this, Mr. Pitt's financial system justifies that of Mr. Chase. But Mr. Pitt's system killed off all the country banks, by giving the country a better currency; and Mr. Chase's system is quietly, but surely, strangling all our banks, by substituting Treasury notes for their issues; and this, we presume, is one of the causes of this financial croaking.

In short, then, Mr. Chase's system is admirable in theory and in comparison with any former system—that of Mr. Pitt not excepted. But in practice it is still more admirable. It has enabled us to carry on the war. It has given us a sound national currency. It is eagerly welcomed at the West, where the bank issues were based upon Southern State stocks, and became worthless when the war began. The people unanimously accept and prefer the Treasury notes, because, unlike local bank bills, they are good everywhere in the country. The rise in gold is caused partly by a panic, partly by speculators and partly by circumstances which cannot be avoided during times of war, and therefore does not invalidate the success of Mr. Chase's system. Indeed, the most careful inquiry develops the fact that only the sympathizers with the rebellion, the sympathizers with local bank companies and the second rate brokers and speculators in currency feel the least alarm about, or the least hostility against, the financial system of the government.

DEAFENING.—The public mind is considerably excited in regard to the rumors about resorting to drafting. The assertion is constantly being made that the government has already commenced filling up the ranks of the army by conscription. The only foundation for all this is in the following facts:

The committee from this city, which recently waited upon the President and the Secretary of War, were informed that the government would authorize the Governor of this State to commence drafting on the 18th of this month, if the quota of the State was not made up by volunteer enlistments by that time. Meanwhile special orders for drafting will be given to the Governors of any States who desire them. We understand that these special permits or orders have already been given to the Governors of the States of Ohio, Wisconsin and one or two other States. It will hardly be possible for the authorities to commence drafting in this State before the 15th inst., for the simple reason that the new Militia law gives to the exempt until that date to file their papers; consequently the list to draft from will not be perfected before the 15th of this month. Although drafting may have commenced in other States, there is no prospect of its being resorted to here before the 15th inst., and not then if the quota of this State is made up by enlistments. We do not believe it has yet been resorted to in any State.

The reports from different portions of the State show that recruiting is going on quite briskly, except in the large cities, which furnished more than their proportion under former calls. The harvest is now about over, and volunteers in the rural districts are coming forward and are rapidly being enrolled, more numerous than was expected even by the most sanguine. The prospect of resorting to drafting in this State is, therefore, fast fading away; and with a little active effort on the part of the State authorities, and encouragement from the public generally, we can soon proudly say the Empire State has responded to every call of the government, and not one of her sons is in the army as a conscript.

OUR IRON-CLAD VESSELS OF WAR.—According to all reports the rebels are making a desperate effort to bring out a fleet of iron-clad vessels, in the hope of destroying portions of our navy. They are working night and day, and rams are said to be springing into existence in several places. According to the news received yesterday from Port Royal, the Savannah is ready for work. Our navy officers have no fear but what they can easily demolish them; but they will no doubt prove of considerable annoyance to us. The government should therefore hurry up our Monitors and other iron-clad vessels. They should push the work forward with the same energy the rebels manifest, and see that men are at work upon them night and day until they are completed. When our vessels which are in progress are finished they will make but short work with the rams and other pretended monsters of the rebels. The sooner our iron-clads are completed the sooner will the rams of Jeff. Davis be demolished. Let no time be lost in getting them ready.

The Chase of the Rebel Steamer Herald—Virtuous Indignation of the Nassau People.

We yesterday published some highly interesting accounts of the exciting chase and firing into of the rebel steamer Herald by the United States gunboat Adirondack, together with the particulars of the virtuous indignation felt in Nassau because one of the shots from the Adirondack passed through the British ensign which the rebel craft was improperly flying at the time. The indignation of the Nassau people arises out of their fear that such activity on the part of American cruisers will cause them to lose the extensive and lucrative trade they have hitherto enjoyed since the commencement of the rebellion, by converting Nassau into a depot for the concentration of rebel vessels and secessionists of all kinds. Sometimes they have had as many as ten steamers in their harbor awaiting favorable opportunities to run the blockade and to break through every principle of international law. One of these, the Memphis, was brought into this port yesterday by Lieutenant Budd, of the Magnolia, having just run out from Charleston with a million dollars worth of cotton on board. The facilities which these hostile ships have obtained in Nassau, and the care taken to enable them to accomplish their designs, seem to indicate that the British authorities in the island are more than ordinarily interested in their success. Like some of the Governors of the ever faithful island of Cuba, who have made immense fortunes by quietly sanctioning the slave trade, they appear to know how to feather their nests out of the evil fruits of secession and rebellion.

According to the Nassau papers, the steamer Herald was commanded by Captain Coxeter, a native of the South—a Floridian—and known enemy to the legitimate government of the United States. He is the man who commanded the first rebel privateer that hailed from the South. Everybody knows of the Jeff. Davis, and is familiar with the outrages committed by that vessel on Northern commerce, under the direction of this same Coxeter. No one can be blinded by such a scummy trick as the hoisting of the British flag on a vessel like the Herald, commanded, of all men, by such a one as Captain Coxeter; and the pretended indignation of the loyal people of Nassau can only be very amusing, under the circumstances. It is not long since that a newspaper was mobbed and destroyed in St. John, New Brunswick, because it was fearless enough to give expression to Union sentiments. This goes to show the connection between the people of Nassau, especially those who fit out vessels of this kind, and the people of St. John, N. B. The benefits of Southern trade and commerce equalize their sympathies. All vessels concentrating at Nassau clear apparently for St. John, of course with the ultimate design of endeavoring to run into a Southern port. This arrangement is well understood among all the parties concerned, and is all the result of the greed of trade. It would be a great mistake to suppose that the people of Nassau and of New Brunswick have any genuine sympathy for the Southern cause. It is entirely a question concerning their pockets; for thus their sympathies go always. So much, therefore, for the noise and indignation of the Nassau newspapers.

We have already captured quite a number of steamers and other vessels in the vicinity of Abaco or on the coast of Nassau. Among the first named we may mention the Adela, the Reliance and the Bermuda. This point seems to be the central nest of all vessels designing to get into Southern ports; and we think that the federal government would do well to increase our force of fast gunboats in this direction; for if this be done there is little doubt that they will soon cut off this forlorn hope of the rebels for running the blockade.

THE NEW YORK COMMITTEE AND THE PRESIDENT.—The self-constituted committee of radicals from this city which recently visited Washington for the purpose of securing the endorsement by the administration of some of their schemes have returned, and are busily circulating stories in regard to President Lincoln's opinions of our army officers. Their statements are nothing more nor less than the views of the radical members of the committee; and their efforts to pain them off as the assertions of the President are on a par with the impudence of Wilson and his lies about his speech in the Senate. They find, however, that those who believe and assist in circulating these stories are thus having a depressing effect upon the people, destroying public confidence, having a deleterious effect in Wall street and regarding enlistments.

The President should understand that this committee does not represent the sentiments of the city of New York, but simply a faction of radicals. The views of our people were expressed at the great mass meeting at Union square, and this attempt of a self-constituted committee of radicals to force upon the President their sentiments as those of the citizens of this metropolis can have no other than an injurious effect. Like the course of Wilson, Chandler, Wade and Company, it is mischievous to every respect. We understand that these radical committeemen are desirous of making a complete change in the Cabinet, and to place men of their own culture in power, so that their peculiar views may be adopted as the war policy of the government. But in regard to their statement that Mr. Lincoln holds McClellan responsible for our reverse, the idea is perfectly preposterous, and contrary to all of President Lincoln's known and expressed views on that subject, as well as to the real facts of the case. We know that the radicals throughout the country, like Wilson, are endeavoring to lie themselves out of the responsibility of bringing on our reverse; but since Wilson and Chandler have been convicted out of their own mouths, the public will know just how much credence to place upon their false statements.

McClellan, with his army, was approaching Richmond; he was given to understand that Fremont and the forces in the Shenandoah valley would take care of Stonewall Jackson, and that at a certain time McDowell, with forty thousand men, would join him (McClellan) at Hanover Court House. Had these events taken place McClellan would have gone into Richmond, the Army of the Potomac achieved a complete victory and the head of the rebellion demolished. But instead of that the strategists at Washington planned the rout of Banks, for the purpose of giving Fremont an opportunity to prove himself a great warrior. Fremont took the wrong road and allowed Jackson to escape; and whilst he was consulting the contrabands and preparing to resist the attack which the contrabands informed him Jackson was about to make on his lines, Jackson made his way to Richmond and pounded down

upon McClellan's right flank. Fremont thus failing to take care of Jackson, and McDowell playing the part of Grouchy, left McClellan single handed to contend with the consolidated rebel army. Whoever is responsible for this blunder in the Shenandoah valley, and the failure of McDowell to come to the rescue, is responsible for the check of McClellan and the present condition of affairs. The efforts of the radicals to shirk the responsibility is conclusive evidence that they feel the force of these facts, and are trying to clear their conscience by lying. It needs no military strategist to see that the whole blame rests with the Washington managers, whoever they are, whether it was the Jacobin clique in Congress, under the lead of Wilson, Sumner, Chandler and Company, or some person in the Cabinet. There the public place the responsibility, and the effort of Senator Wilson to lie himself out of it, and of the New York self-constituted committee of radicals to make Mr. Lincoln say it was somebody else, only intensifies this belief. Let not President Lincoln be deceived by them, but strain every point to retrieve the prestige lost by the pernicious intermeddling of the Jacobins, and all will yet be well.

THE BLACK LOGIC OF THE TRIBUNE.—The Tribune says that there are three times three hundred thousand abolitionists, who have never yet smelt powder, ready to fight for the government if it will hold the black flag of emancipation and arm the negroes. Now, how do we know that these treacherous men, of conditional loyalty, would fight in such numbers after the government committed itself to their policy, and lost thereby the border slave States, and perhaps the hearty support of a large class of men at the North, whose aid is as essential to the success of the struggle as that of the radicals? But if every abolitionist in the land joined the army on such conditions, and a hundred thousand blacks besides, the question would still arise whether this would be sufficient compensation for the loss of the white men of the border States to the cause, and the loss of the enthusiasm and active assistance of millions of conservative men at the North, together with the union, as one man, of the whole population of the rebellious States against the federal government.

THE VOLUNTEERS AND THE BOUNTY.—Most of the three hundred thousand men recently called for by the government will undoubtedly come from the rural districts. With the pay and the bounty, from the national and State governments, the agricultural laborer who volunteers will, at the end of the war, have money enough to purchase and stock a farm.

THE MONSTER FRENCH TRANSPORTS.—The building of the large and novel military transports of France, already spoken of in the Herald, was commenced about the middle of the year 1860, by order of the Emperor Napoleon, at Bordeaux and Brest. Four of them were laid on the stocks at first, and as the work progressed the vessels attracted an extraordinary attention, being regarded only as staunch and roomy merchantmen. When two or three of them were completed it was found that the ships were left completely without masts, rigging, or other outfit, and that the workmen calculated to diminish their wages, and also that it was ordered that they should remain in that condition. Each vessel, it should be said, had three decks—an upper one under the hullwork, a middle deck and a lower deck, or foremast running across the hold. The two lower decks were divided into staterooms, compartments, like an emigrant ship, if its sleeping berths were taken out.

After some time it was rumored that these ships were intended as military transports, calculated and designed for the conveyance of large bodies of troops, with their arms and equipments, on a short voyage, during which they would not require either to cook rations, or lay down for sleep. The "Armada of England" was soon the word, and this idea became popular in France. Napoleon was not committed to this in any form. The ships were ordered for government purposes, and government had not informed any one what these purposes were.

In the early part of 1861 Captain Elliot, of the Royal Navy, made a visit to the dockyards of France. It was a semi-official mission from England; but the French authorities showed him every attention and offered him great facilities of examining everything, with the exception of the process of preparing the iron and forging it into plates for the iron-clad vessels. Captain Elliot saw the wooden ships referred to, and took a ride of one of them, for after his return to England Lord Palmerston commenced the extensive plans of coast fortification which has engaged the attention of his Cabinet and the country ever since at such great cost.

At that time Napoleon knew that his iron-clad navy was a success, and he immediately directed the construction of twenty more of the wooden transports. They were laid out at Bordeaux, Toulon, Brest and other ports of less note. They are now completed, and make the transport fleet twenty-four in number.

They are each of about five thousand tons burden, and it has been said in France that they are to be used, three or four, in the middle of the lower deck will be placed regiments of infantry, field guns, by companies, in regular order. On the upper deck will be placed the accommodations, knapsacks, tents, tent poles, and other material for march and camp regulated by the moon. Frenchmen of good judgment think that by regimental and division arrangement each ship could carry from ten to twelve thousand men on a short voyage easily—in fact, be a floating camp—the men, at the call of the trumpet, marching from below to the top deck, and equipping themselves with their knapsacks, tents and camp furniture in a very short time. It is presumed that the soldiers would carry their side arms and muskets when standing under arms.

Twenty-four vessels so armed, each carrying ten thousand men, would sweep a force of two hundred and fifty thousand French soldiers over the Channel; but say that only one-half of them set out, the Emperor would have one hundred and twenty thousand men.

THE SECESSIONISTS AT THE NAVY YARD.—The demonstration which was made at the Navy Yard, Brooklyn, on Saturday, by those who would not subscribe to the oath of allegiance, has caused quite a commotion among those who have not been sworn. There are a great many speculations as to what certain supposed parties will do so-day, but the general belief is that they will swallow the bait, in order to save their bread and butter. The military lesson which was given on Saturday, by immediately discharging all who did not take the oath, has had the effect of scolding many who were previous to making up pretensions decidedly scornful, and quite a number have become exceedingly guarded in what they say. Little knots could be seen congregated in the neighborhood of the yard yesterday, eagerly discussing the question pro and con; but, strange to say, those who were sent to the rear by the military lesson before were the most Union loving people present, even the Chartist; but say that only one-half of them set out, the Emperor would have one hundred and twenty thousand men.

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